

UNITED STATES PACIFIC FLEET  
AIR FORCE  
COMPOSITE SQUADRON ELEVEN  
c/o Fleet Post Office  
San Francisco, California

IGW:ha  
VC-11/A9-2  
Ser 065  
23 SEP 1952

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SECURITY INFORMATION

From: Commanding Officer  
To: Chief of Naval Operations (Aviation History and Research Section)  
Subj: Historical Report, period of 1 January 1952 to 30 June 1952;  
submission of

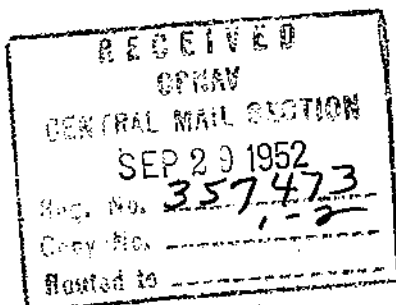
Ref: (a) OPNAV INSTRUCTION 5750.2 of 12 June 1952

- Encl: (1) Historical report of Composite Squadron ELEVEN (VC-11)  
(2) Historical report of VC-11 Detachment at NAS Miramar for  
1 January 1952 to 2 June 1952  
(3) Historical report of Unit "CHARLIE" for 1 January 1952 to  
30 June 1952  
(4) Historical report of Unit "EASY" for 17 March 1952 to  
30 June 1952

1. In accordance with reference (a) enclosures (1) through (4) are  
submitted herewith.

DOWNGRADED AT 3 YEAR INTERVALS:  
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EOO DIR SEC0.10

*W. N. Pugin, Jr.*  
W. N. PUGIN, Jr.  
Acting



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1 January 1952 Composite Squadron ELEVEN (VC-11) is under the command of CDR James R. REEDY, (b) (6), USN. The parent squadron is shore-based at U. S. Naval Air Station, San Diego, California, with a multi-engine detachment at N. A. A. S., Miramar. The following units are temporarily embarked: Unit "BAKER" with VF-54 aboard the U.S.S. ESSEX (CV-9), Unit "CHARLIE" with VA-115 aboard the U.S.S. PHILIPPINE SEA (CV-47), Unit "DOG" with VA-728 aboard the U.S.S. ANTIETAM (CV-36), and Unit "HOW" with VF-194 aboard the U.S.S. VALLEY FORGE (CV-45).

20-25 January 1952 Carrier qualifications aboard the U.S.S. BON HOMME RICHARD (CV-31).

6 February 1952 Unit "ABLE" reported to Attack Squadron SIXTY-FIVE (VA-65) aboard the U.S.S. BOXER (CV-21) for Temporary Additional Duty.

17-21 February 1952 Carrier qualifications aboard the U.S.S. PRINCETON (CV-37).

19 February 1952 Administrative/Material Inspection held by Commander Fleet Air Wing FOURTEEN, assisted by officers of Composite Squadron THIRTY-FIVE (VC-35).

17 March 1952 Unit "EASY" reported to Attack Squadron ONE HUNDRED NINETY-FIVE (VA-195) aboard the U.S.S. PRINCETON (CV-37) for Temporary Additional Duty.

25 March 1952 Unit "BAKER" detached from Temporary Additional Duty with Fighter Squadron FIFTY-FOUR (VF-54) aboard the U.S.S. ESSEX (CV-9).

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7-11 April 1952

Carrier qualifications aboard the U. S. S. BON  
HOMME RICHARD (CV-31).

1 May 1952

While on an authorized training flight from N.A.S.,  
San Diego, California, LT (b) (6) (b) (6)  
USNR in an AD-3, Bu. No. 122731 experienced engine  
failure and successfully ditched at sea, Lat. 32 26' N,  
Long. 117 20' W.

2 May 1952

Unit "DOG" detached from Temporary Additional Duty with  
Attack Squadron SEVEN HUNDRED TWENTY-EIGHT aboard the  
U.S.S. ANTIETAM (CV-36).

5-9 May 1952

Carrier qualifications conducted aboard U.S.S. BON  
HOMME RICHARD (CV-31).

10 May 1952

While on an authorized training flight from N.A.S.,  
San Diego, California, AD-3W, Bu. No. 122883 crashed  
at sea, Lat. 32 37' N, Long. 117 19.5' W. LT L.  
S. WOODWARD, (b) (6) USN, and crewmen Durward  
W. HAAK, (b) (6) AIC, USN, and Edward V. ENLEY,  
(b) (6) AT2, USN were killed. Cause of the crash  
was not determined.

29 May 1952

Unit "ITEM" reported to Attack Squadron FIFTY-FIVE,  
VA-55, aboard the U.S.S. ESSEX (CV-9) for Temporary  
Additional Duty.

18 June 1952

Miramar Detachment was commissioned VW-1 at Barbers  
Point, T.H.

26 June 1952

Commander James R. REEDY, (b) (6) USN was relieved  
as Commanding Officer of Composite Squadron ELEVEN (VC-  
11) by Commander Samuel R. BROWN, Jr., (b) (6) USN.

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SECTION "B"

NARRATIVE

Composite Squadron ELEVEN (VC-11), during the period 1 January 1952 to 1 July 1952, continued to be based at U. S. Naval Air Station, San Diego, California, with a multi-engine detachment at N. A. A. S., Miramar, California (Enclosure II) and various units on temporary additional duty on CV type aircraft carriers in the WestPac area, principally with Task Force SEVENTY-SEVEN.

Little opportunity existed to perform strictly AEW missions until June of 1952 when Task Force SEVENTY-SEVEN carried out strikes against the hydro-electric power plants along the Yalu River in North Korea. At this time there was a possibility of retaliation against Task Force SEVENTY-SEVEN by the Communist Air Force.

Seventy-two (72) special exercises in conjunction with TG 54.1 and COMFLETRAGRUWATE, San Diego provided joint electronics training not otherwise available.

Forty-nine (49) officers reported to the squadron during this period. Instrument flight qualification continues to be a training problem. Greater use is now being made of facilities at the Instrument Flight Training Division, FASRON SEVEN, San Diego than previously, reducing the number of pilots sent to Fleet All Weather Training, Pacific, in Hawaii. Training at IFTD, culminated by appropriate type training within the squadron, has proved

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SECTION "B" (CONT).

economical in both time and money and, in addition, has provided training in AD(W) configured aircraft which is not available at FAWMUPAC.

All AD-4W aircraft received during the last six (6) months have been equipped with APA-81 repeater scopes. In this equipment it is necessary, when changing from PPI Operation to cursor, to increase the brilliance of the trace in order to see the cursor. A simple modification of removing a resistor and connecting a potentiometer to the unused contacts on the Cursor-PPI switch has eliminated this defect.

The variable range marker of the APA-81, though accurate, doesn't provide a constant reference, therefore "ten mile markers" were presented on the scope through the unused IFF input in the APS-20 rectifier timer. Thus, the operator is relieved of using the variable marker except for accurate range indications.

During the first part of the period there was a large number of AD aircraft AOG due to strut failures and a shortage of replacement parts. This situation was corrected by AD service change #264 and by an increase in spare parts availability.

The athletic program has been very successful, contributing to higher morale and squadron spirit. The squadron softball and basketball teams finished their seasons in first place in their respective leagues.

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<u>OFFICERS</u>			<u>ENLISTED</u>	
<u>Month</u>	<u>Allowed</u>	<u>*On Board</u>	<u>Allowed</u>	<u>*On Board</u>
January	186	130	527	509
February	186	128	527	528
March	186	126	527	492
April	186	128	527	482
May	186	125	527	475
June	178	146	501	481

\* Includes personnel on TAD with detachments

\* Aircraft Flight Time

<u>Month</u>	<u>Day</u>	<u>Night</u>
January	378	205
February	496	151
March	550	130
April	641	99
May	431	83
June	790	160

\* NSA Expenditures

<u>Month</u>	<u>Amount</u>
January	\$ 23,416.00
February	\$ 18,574.00
March	\$ 19,986.00
April	\$ 20,181.00
May	\$ 17,137.00
June	\$ 22,046.00

\* Above statistics do not include  
VC-11 Detachments.

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UNITED STATES PACIFIC FLEET  
AIR FORCE  
COMPOSITE SQUADRON ELEVEN (VC-11)  
DETACHMENT

VC-11/JRP:an  
A12  
Ser: 012  
18 June 1952

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From: Officer in Charge  
To: Commanding Officer, Composite Squadron ELEVEN

Subj: Narrative, Chronology and Statistics; submission of

1. Narrative, Chronology and Statistics are submitted herewith for inclusion in the VC-11 Squadron History.
2. This letter is downgraded with the removal of the attached report.

(b) (6)



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### NARRATIVE

During the period covered by this report this unit operated as a detachment of Composite Squadron ELEVEN (VC-11) under the operational control of Commander, Fleet Air Wing FOURTEEN. This detachment was based at NAS Miramar, San Diego, California.

On 1 January 1952, 35 officers and 147 enlisted men were on board for duty. 3 PB-1W and one SNJ-4 aircraft were assigned and on board. LCDR (b) (6) was officer in charge.

On 28 and 29 January the detachment conducted two flights in an advanced AEW operation conducted by Commander, Destroyer Flotilla THREE. In this operation detachment aircraft were to detect, track and report bogey aircraft approaching the surface fleet. Many aircraft detections and reports were made and valuable training in aircraft tracking and reporting was accomplished.

On 5 February the detachment conducted two flights in an advanced ASW operation conducted by Commander, Destroyer Squadron THIRTEEN. In this operation detachment aircraft, assisted by PBM investigator aircraft flew an anti-submarine barrier. Valuable training in anti-submarine warfare was provided by this operation.

During the period of 21 through 23 February the detachment flew five anti-submarine patrol flights in the LEX BAKER amphibious operation conducted on the Southern California coast by combined forces. Detachment aircraft used TBM and PBM aircraft to investigate and simulate attacks on participating submarines. Training in submarine search and hunter-killer tactics was afforded by this operation.

During the period of 24 through 27 March the detachment conducted four flights in an advanced AEW operation conducted by Commander Cruiser Division FIVE. Detachment aircraft were used to track and report incoming hostile aircraft to the surface force and as an airborne fighter control station to intercept bogeys. Valuable training in all AEW phases of airborne CIC was provided by this operation.

On 5 June the four PB-1W aircraft in the detachment departed NAS Miramar and landed at NAS Alameda for transpacific flight briefing. On 6 June the detachment aircraft departed NAS Alameda and arrived at NAS Barber's Point on 7 June.

On 18 June the detachment was decommissioned at NAS Barber's Point and was commissioned as Airborne Early Warning Squadron ONE (VW-1) by Commander (b) (6) USN.

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#### CHRONOLOGY

28 - 29 January 1952

AEW OPERATION. In accordance with ComDesFlot 3 Operation Order 1-52 the detachment participated in an AEW exercise.

15 February 1952

ASW OPERATION. In accordance with ComDesRon 13 Operation Order 1-52 the detachment participated in an ASW exercise.

21 - 23 February 1952

ASW OPERATION. The detachment participated in the ASW phase of operation LEX BAKER.

24 - 27 March 1952

AEW OPERATION. In accordance with ComGruDiv 5 Operation Order 21-52 the detachment participated in an AEW exercise.

22 April 1952

RECEIPT OF AIRCRAFT. Received PB-1W 77231 from N.A.S. San Diego.

9 May 1952

RECEIPT AND TRANSFER OF AIRCRAFT. Transferred PB-1W 77230 to and received PB-1W 77138 from FAIRBETUPAC.

15 May 1952

TRANSFER OF AIRCRAFT. Transferred SNJ-4 27189 to U.S.S. ANTIETAM.

5 - 7 June 1952

TRANSPACIFIC FLIGHT OF AIRCRAFT. Detachment aircraft departed NAS MIRAMAR for transpacific flights to NAS BARBER'S POINT and arrived 7 June 1952.

18 June 1952

DECOMMISSION. The detachment was decommissioned on 18 June 1952.

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## STATISTICS

### Personnel On Board

1 January 1952: 35 Officers and 147 Enlisted men.

18 June 1952: 35 Officers and 102 Enlisted men.

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### CIC School Graduates on Board

1 January 1952: 5

18 June 1952: 9

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### Aircraft Transfers

22 April 1952 Received PB-1W 77231 from NAS San Diego

9 May 1952 Transferred PB-1W 77230 to FAIRBETUPAC

9 May 1952 Received PB-1W 77138 from FAIRBETUPAC

15 May 1952 Transferred SNJ-4 27189 to U.S.S. ANTIETAM

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### Flight Time

Total Aircraft Flight Time: 1156.2 hours

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OFFICIAL NAVAL HISTORY  
OF  
COMPOSITE SQUADRON ELEVEN UNIT "CHARLIE"  
1 January 1952 to 30 June 1952

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ENCLOSURE (3)

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# INDEX

PART I - - - - - CHRONOLOGY  
PART II - - - - - NARRATIVE  
PART III - - - - - STATISTICS

NOTE: The enclosed material comprises the official  
Naval History of Composite Squadron ELEVEN Unit  
"CHARLIE". It is not to be published in whole or  
in part except by the permission of the Director of  
Public Relations, United States Navy.

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COMPOSITE SQUADRON ELEVEN UNIT "CHARLIE"  
SQUADRON HISTORY

PART I

CHRONOLOGY

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## PART I

### CHRONOLOGY

31 December 1951: Date of last report submitted by parent squadron.

1 January 1952: Enroute from San Diego, California to Hawaii.

4 - 7 January 1952: Conducted air operations.

7 - 8 January 1952: Ship moored at Ford Island, Pearl Harbor.

8 - 9 January 1952: Conducted refresher landings and operational readiness inspection.

9-10 January 1952: Ship moored at Ford Island, Pearl Harbor.

11 January 1952: Departed Ford Island 0745 for Yokosuka, Japan.

20 January 1952: Arrived Yokosuka at 1630.

25 January - 3 February 1952: Departed Yokosuka 0900 25 January 1952 for Task Force 77. Refresher air operations enroute. Entered combat zone at 2345 Item on 30 January 1952.

4 - 9 February 1952: Operating with Task Force 77 off the North Korean coast.

10 February 1952: LTJG (b) (6) (b) (6) U. S. Navy had a barrier crash in AD-4W BuNo 124079. No injuries to pilot or crewmen. Damage to plane class "C".

10 - 20 February 1952: Operating with Task Force 77 off the North Korean coast.

20 - 22 February 1952: Enroute from Task Force 77 to Yokosuka, Japan.

22 February - 6 March 1952: Rest and Recreation at Yokosuka, Japan.

7 - 10 March 1952: Departed Yokosuka for three (3) days refresher training off coast of Japan.

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PART I CONT'D

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10 - 16 March 1952: Rest and Recreation at Yokosuka, Japan.

17 - 19 March 1952: Enroute from Yokosuka to Task Force 77.

17 March - 16 April 1952: Operating with Task Force 77 off the North Korean Coast.

16 - 18 April 1952: Enroute from Task Force 77 to Yokosuka, Japan.

19 - 28 April 1952: Rest and Recreation at Yokosuka, Japan.

29 April - 1 May 1952: Refresher air operations off coast of Japan.

2 - 6 May 1952: Rest and Recreation at Yokosuka, Japan.

7 - 8 May 1952: Refresher air operations off coast of Japan.

9 - 11 May 1952: Rest and Recreation at Yokosuka, Japan.

12 - 14 May 1952: Enroute from Yokosuka to Task Force 77.

14 May - 4 June 1952: Operating with Task Force 77 off the North Korean coast.

6 - 15 June 1952: Rest and Recreation at Yokosuka, Japan.

16 - 19 June 1952: Refresher air operations off coast of Japan.

19 - 20 June 1952: Rest and Recreation at Yokosuka, Japan.

21 - 23 June 1952: Enroute from Yokosuka to Task Force 77.

23 - 30 June 1952: Operating with Task Force 77 off the North Korean Coast.

30 June 1952: Last period of report. Still with Task Force 77 on the U.S.S. ~~PHILIPPINE~~ SEA (CV-47) operating with Carrier Air Group ELEVEN, Temporary Additional Duty with Attack Squadron ONE HUNDRED FIFTEEN for AE W/ASP operations.

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COMPOSITE SQUADRON ELEVEN UNIT "CHARLIE"  
SQUADRON HISTORY

PART II  
NARRATIVE

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PART II

NARRATIVE

Composite Squadron ELEVEN Unit "Charlie" was administratively attached to Attack Squadron ONE HUNDRED FIFTEEN during the entire period of this report.

This Unit was employed during this time mainly for anti-submarine patrols around Task Force 77. Very little use was made of the AEW P.O. terminal equipment (Bellhop) although a preventive maintenance program was vigorously pursued by unit personnel in keeping the ART-26 transmitters and PO2 receiver aboard ship at a high peak of operating efficiency. The equipment was operated on every flight and a good picture was received onboard ship a large percentage of the time. It was determined that continuous operation of the PO2 receiver while in the operating area produced fewer difficulties with the gear. In port periods were utilized to effect repairs on this equipment and also the ships P.O. antennas.

No low flying aircraft were picked up although on several occasions unidentified aircraft were reported in the vicinity. One interception was attempted on an air contact with the investigator aircraft, but the "bogey" opened at a speed of more than 350 knots and interception was not accomplished with the slower AD-4NL. The contact disappeared on a westerly heading toward the North Korean area.

VHF radio relay was employed successfully many times. It is believed that the efficiency of this piece of gear would improve with the installation of a third transmitter in the "Guppy" so that the relay would not have to be switched off to make transmissions.

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## PART II CONT'D

The attacks on Chongjin saw an efficient utilization of the AD-4W aircraft when two (2) "Guppies" were launched on each flight. One to act as ASP around the force and the other stationed between the force and the beach at five (5) to eight (8) thousand feet at a distance of thirty (30) to forty (40) miles to give early warning of approaching aircraft. It should be pointed out here again that the ASP-20A radar currently installed in the AD-4W aircraft was not designed to give early warning of high flying aircraft, as contacts at a higher altitude than the "Guppy" will be completely out of the beam pattern of the antenna. Altitude again is also a limiting factor due to the large amount of sea return during the winter months. Unusual success was experienced under smooth sea conditions during the summer months in picking up distant air targets. Ranges of ninety-five (95) miles were not uncommon during these periods. It was found that better success in picking up high flying targets was had when the "Guppy" flew at an altitude of three hundred (300) feet or below. Even during rough weather better success in this phase was experienced at these low altitudes. As stated before, great efficiency with high flying targets cannot be expected with this equipment.

Much trouble was experienced with the ART-26 antennas on the vertical fin of the AD-4W aircraft. Water seepage collecting caused the antenna to short out completely. This was remedied by drying out the antennas, re-installing them and painting the base around the insulator with a coating of Glyptol. Coaxial cable connectors also jarred loose on carrier landings. These were firmly tightened. After this no more antenna trouble was experienced for the remainder of the cruise.

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PART II CONT'D

Night flights during this period was notoriously small in number due to bad weather and cautiousness in regards to marginal weather. Most flights called for one (1) plane with a spare. This made the schedule very easy to meet until LTJG (b) (6), U.S. Navy had a barrier crash in AD-4W BuNo 124079 on 10 February 1952, resulting in class "C" damage to the aircraft. No injuries were received by pilot or crewmen. The plane went AOG for landing gear struts on 15 February 1952 and remained down until 24 April 1952, when struts were obtained from a dud at FAS on ELEVEN, U. S. Naval Air Station, Oppama, Japan. The struts that were ordered through the supply department were not received until 8 June 1952. During the period of 10 February 1952 to 24 April 1952 all scheduled flights were met by our remaining two (2) aircraft.

Carburetors were of great concern for about a month during cold weather operations, when water was found to be in the ships aviation gasoline supply. This caused corrosion and sticking of the poppet valves.

It is hereby suggested that during pre-dawn and after sunset hours while the "Guppy" is on ASP that the radars (APS-20A and the APS-31B in the AD-4NL) be shut down and an ECM search be conducted by the AD-4NL investigator aircraft with the "Guppy" flying wing. It is believed that in this way the search aircraft will be more of a surprise element to any potential enemy submarines which might be in the area and possible identification can be accomplished through the use of ECM. It is a known fact that several unidentified surface targets have been picked up only to disappear when the investigator was vectored toward the target. It is further believed that the submarine intercept

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PART II CONT'D

equipment has furnished early warning in picking up the "Guppy" and "Gator" radar signals, enabling the submarine to submerge before the "Gator" arrived on the scene. The AD-4W "Guppy", in company with the AD-4NL "Gator", is considered to be a very effective anti-submarine team.

Subsequent to the installation of the new SRR-4 P.O. receiver aboard ship, attention should be given to the re-location of the P.O. antennas. At the start of this cruise Unit "Charlie" electronics technicians, with the help of ships company electronicsmen, made a temporary installation of an ART-26 antenna (type AS-266) on the stub mast six (6) feet forward and two (2) feet below the YE platform, to serve as an auxiliary P.O. antenna. For a lead a spare RG-18/u cable was installed from the top of the stub mast to Radio 8, with RG-10/u connecting cables on both ends, approximately ten (10) feet on the stub mast and fifty (50) feet from Radio 8 to the P.O. room. Conclusions drawn as a result of this temporary installation:

1. Much improved P.O. reception was experienced especially in the areas of little or no reception from the two (2) normal antennas. (Relative, directly forward and directly aft on the ships longitudinal axis). Normal interference was encountered except that in the frequency range of 485 to 505 megacycles, considerable YE interference was experienced.
2. Slightly less gain is obtained than from the normal P.O. antennas. The gain varies with the relative position of the "Guppy" aircraft to the ship, possibly because of the influence of the stub mast and surrounding objects.
3. The use of the three (3) antennas resulted in more efficient reception on the ships P.O. receiver, especially when the P.O. operator skillfully used the

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PART II CONT'D

antennas to the best advantage. Many times a good signal was received via this jury rig antenna when no signal whatsoever came through the other two.

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COMPOSITE SQUADRON ELEVEN UNIT "CHARLIE"

SQUADRON HISTORY

PART III

STATISTICS

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PART III  
STATISTICS

	TRAINING HOURS	COMBAT HOURS	INSTRUMENT HOURS	NIGHT HOURS	TOTAL HOURS	NIGHT CARRIER LANDINGS	TOTAL CARRIER LANDINGS
JANUARY	58.7	- - -	- - -	11.8	58.7	14	47
FEBRUARY	3.3	71.0	7.0	12.9	74.3	3	30
MARCH	6.9	78.2	7.0	7.9	85.1	4	30
APRIL	1.5	77.5	11.2	4.1	79.0	5	30
MAY	19.4	79.5	9.0	6.4	98.9	4	38
JUNE	10.4	65.6	8.2	4.7	75.9	0	32
TOTAL	100.2	371.7	42.4	47.8	471.9	30	207

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ENCLOSURE (3)

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COMPOSITE SQUADRON ELEVEN (VC-11)  
DETACHMENT EASY  
17 MARCH 1952 TO 30 JUNE 1952  
(b) (6) [REDACTED] LTJG, USN  
HISTORICAL OFFICER

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ENCLOSURE (4)



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CHRONOLOGY

17 March to 30 June 1952

Detached from parent activity 17 March 1952 as Composite Squadron ELEVEN(VC-11) Unit "EASY".

Officer-in-Charge from 17 March 1952 to 30 June 1952 was (b) (6)  
(b) (6) ICDR, USNR, (b) (6) of San Diego, California.

18 March: Reported aboard the USS PRINCETON (CV-37) at NAS, Alameda, California, for ATAD with Attack Squadron ONE HUNDRED NINETY-FIVE (VA-195).

18 - 21 March: In port, Alameda, California.

22 - 25 March: Underway for Hawaiian waters for training and Operational Readiness Inspection.

26 March: Flew 8.7 hours in preparation for ORI.

27 March: Flew 11.4 hours in preparation for ORI.

28 March: Flew 14.7 hours in preparation for ORI.

29 March: Flew 8.9 hours in preparation for ORI.

30 March: Flew 1.9 hours in preparation for ORI.

31 March: Flew 8.3 hours, ORI.

1 April: Flew 13.4 hours, ORI.

2 April: Flew 6.8 hours, ORI.

3 - 4 April: In port, Ford Island, T. H.

5 - 14 April: Underway for Yokosuka, Japan.

15 - 18 April: Moored at Piedmont Pier, Yokosuka, Japan.

19 April: Flew 6.2 hours, training.

20 April: Flew 6.9 hours, training.

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21 - 26 April: Moored at Buoy, Yokosuka, Japan.

27 April: Underway on special amphibious operation at OKINAWA. Flew 11 hours, training. All three aircraft flew at NAHA, OKINAWA, on mail run and navigation.

28 April: Launched two ASP's, flew 6.5 hours, training.

29 April: No flight operations, enroute to Korean waters.

30 April: Joined CTF77, replenishment day. No flight operations.

1 May: Launched three ASP's, flew 7.3 hours.

2 May: Launched three ASP's, flew 8.0 hours.

3 May: Replenished in the morning. Launched two ASP's in the afternoon. Flew 6.3 hours.

4 May: Launched one ASP. Due to weather MC ADAMS flew to beach; RON'ed. Flew 4.1 hours.

5 May: Launched three ASP's. MC (b)(6) returned from K-18. Flew 7.9 hours.

6 May: Launched two ASP's. Flew 5.4 hours.

7 May: No flight operations; replenishment day.

8 May: Launched four ASP's. Flew 10.7 hours.

9 May: Launched four ASP's. Flew 10.5 hours.

10 May: Launched three ASP's. Flew 7.4 hours.

11 May: No flight operations; replenishment day.

12 May: Launched four ASP's. MC (b)(6) flew to USS VALLEY FORGE (CV-45) for Operation INSOMNIA. Flew 13.8 hours.

13 May: Launched three ASP's. MC (b)(6) flew on Operation INSOMNIA, was recovered aboard USS PRINCETON (CV-37). Flew 12.1 hours.

14 May: No flight operations; replenishment day. Departed for Yokosuka, Japan.

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15 May: No flight operations; enroute to Yokosuka, Japan.

16 - 21 May: Anchored at Yokosuka, Japan.

22 May: Underway for refresher training. (b)(6) flew to ATSUGI. Launched one ASP. Flew 3.4 hours.

23 May: No flight operations due to weather.

24 May: Launched one ASP. (b)(6) returned aboard from ATSUGI. Flew 3.3 hours. Return to Yokosuka, Japan, moored to Piedmont Pier.

25 May - 1 June: In port, Yokosuka, Japan.

2 - 3 June: Underway for Korean waters.

4 June: Launched one ASP. (b)(6) flew to USS VALLEY FORGE (CV-45) for Operation INSOMNIA. Conducted refresher landings. (b)(6) flew Operation INSOMNIA. Flew 8.8 hours.

5 June: Launched four ASP's. Flew 11.1 hours. (b)(6) returned aboard USS PRINCETON at completion of Operation INSOMNIA of the preceding night.

6 June: Launched two ASP's. Flew 5.2 hours.

7 June: No flight operations; replenishment day.

8 June: Launched one ASP. Weather poor. Flew 4.0 hours.

9 June: Launched three ASP's. Flew 7.7 hours.

10 June: Launched two ASP's. (b)(6) flew to K-18 to act as APU for two F9F's at K-18. Returned aboard that day. Flew 6.4 hours.

11 June: No flight operations; replenishment day.

12 June: Launched four ASP's. Flew 9.5 hours.

13 June: Launched two ASP's. Flew 4.6 hours.

14 June: Launched two ASP's. Flew 4.8 hours.

15 June: No flight operations; replenishment day.

16 June: Launched two ASP's. Flew 4.0 hours.

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17 June: Launched three ASP's. Flew 8.6 hours.  
18 June: Launched three ASP's. Flew 7.4 hours.  
19 June: No flight operations; replenishment day.  
20 June: Launched three ASP's. Flew 8.1 hours.  
21 June: Launched three ASP's. Flew 7.7 hours.  
22 June: No flight operations; replenishment day.  
23 June: Launched three ASP's. Flew 8.0 hours.  
24 June: Launched two ASP's, two "MIDDLEMAN" hops. Flew 8.6 hours.  
25 June: Launched two ASP's, two "MIDDLEMAN" hops. Flew 9.6 hours.  
26 June: No flight operations; replenishment day. Departed for Yokosuka, Japan.  
27 June: Enroute to Yokosuka, Japan.  
28 - 30 June: In port, Yokosuka, Japan.

NOTE: ASP - Anti-Submarine Patrol  
MIDDLEMAN - Radio-relay

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HISTORY - VC-11 UNIT LEAS  
17 March to 30 June 1952

The unit reported aboard the USS PRINCETON (CV-37) on 18 March 1952 at NAS, Alameda, California, for Assigned Temporary Additional Duty with Attack Squadron ONE HUNDRED NINETY-FIVE (VA-195). The unit consisted of six officers and thirty men with three aircraft.

OFFICERS

LCDR (b) (6), USNR  
LT (b) (6), USN  
LT (b) (6), USNR  
LT (b) (6), USN  
LTJG (b) (6), USN  
LTJG (b) (6), USNR\*

AIRCRAFT

AD-4W, BUNR 124772 (ND-50)  
AD-4W, BUNR 124097 (ND-51)  
AD-4W, BUNR 124087 (ND-52)

\* designates officer controller

During the cruise to Hawaii, from 21 March to 25 March, the newly accepted AD-4W's, BUNR's 124087 and 124097, were given a squadron-level overhaul with special attention to electronic deficiencies.

From 26 March to 30 March the unit flew training missions with Air Group NINETEEN in preparation for the Operational Readiness Inspection. The ORI was held from 31 March to 2 April. The Air Group received a mark of EXCELLENT.

During the period in which the PRINCETON operated in Hawaiian waters, the aircraft of this unit were utilized for carrying passengers and mail to and from NAS, Barber's Point.

During this training period 70.4 hours were flown, of which 15.5 hours were flown at night.

The USS PRINCETON departed Hawaii on 5 April, arriving at Yokosuka, Japan, on 14 April to assume duties of "ready carrier". On 27 April the ship departed Yokosuka for Okinawa where it participated in a Joint Amphibious Exercise.

During the periods 19-20 April and 27-28 April this unit flew a total of 30.6 hours in proficiency operations. On 30 April the PRINCETON joined CTF77 in Korean waters.

On 12 May LT (b) (6) was launched from the USS VALLEY FORCE (CV-45) on operation INSOMNIA. He performed the duties of "MIDDLEMAN" during the operation.

From 16 to 21 May the USS PRINCETON was anchored at Yokosuka, Japan. On the 22nd and 25th of May the ship conducted proficiency flight operations, consisting of anti-submarine, close air support, and fleet training flights. The ship returned to Yokosuka on 25 May.

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On 2 June the USS PRINCETON got underway to return to Korean waters. On the morning of 4 June the ship conducted refresher flight operations. LCDR (b) (6) and LT (b) (6) flew one hour refresher hops. In the afternoon of that day, after joining Task Force SEVENTY-SEVEN, LT (b) (6) flew to the USS VALLEY FORGE (CV-45) to participate in Operation INSOMNIA. LT (b) (6) was launched from the VALLEY FORGE late the night of the 4th and was re-covered aboard the USS PRINCETON at 0230 the morning of the 5th. LT (b) (6) furnished (MIDDLEMAN) service to the units over the beach.

On 23 June a coordinated four-carrier strike hit the hydro-electric installations of North Korea, practically demolishing the transformer and generator areas at SUIHO. In expectation of possible reprisal raids against the force, and to give better communications to the strikes over the beach, additional AD-4W's were ordered into the air to furnish AEW and "MIDDLEMAN" services to the force. This was in addition to the routine ASP. These extra hops were flown on 24 and 25 June.

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